merchants, all the raw produce of Travancore now exported from Cochin could be shipped from Alleppey and the Government would gain thereby in the shape of more port dues, &c. The increase in the duty on copra in 1907 was a step in the right direction and it contributed not a little to the better protection of the trade of the town. It induced European firms to establish branches in the town, where they could get copra cheaper. He therefore requested that the tariff valuation of copra might be still further raised. It was at present Rs. 90 per candy, but the price of copra was nearly Rs. 120 per candy.

The Member next requested that additional facilities for shipment should be granted to the merchants of Alleppey by the provision of a boat-basin for cargo boats and the supply of a steam tug for taking cargo boats to the steamers, as in Cochin. A greater number of foreign steamers would then call at Alleppey for cargo, as the European firms of Cochin had opened branches in Alleppey also. That would also materially increase the income of the State.

Another request of the Member was for the construction of two bridges, one at the Chungom crossing in the Commercial Canal and the other in the Vadai Canal, in front of the building belonging to the Young Men's Christian Association. Landing ghats should also be erected in the canal in front of the buildings of the firms. Before the Commercial Canal was repaired, every merchant had a landing ghat of his own in front of his shop, erected at the cost of the Government.

*Dewan.*—The rules provide for the erection of such landing ghats by the Public Works Department, at the cost of the merchants who ask for them. It is out of the question to grant them free.

Lastly, the Member referred to the rules issued under the Public Canals and Ferries Regulation and said that the rules were not in strict accordance with the Regulation. The Regulation applied only to boats that *plied for hire* ; but, under the rules as now framed, *all* boats appeared to come within their purview. That required modification. He also pointed out that the practical working of the rules regarding the permission to be obtained annually for the use of the canal, annual payment of fee for the same, the sanction for the construction of wharves and landing stages in private properties and for the repair of one's boats in one's own compound, payment of a high fee for the conveyance of a raft from one part of the canal to the other and the power of the Canal Officers to stop the boats, to detain them and to cancel the permission to use the canal whenever they liked, would cause the greatest hardship and loss to the travelling public in general and to the merchants in particular.

*Dewan's reply.*—Noted.

### 19. Certain needs of the town of Kayenkulam.

*Mr. A. Krishna Pillai* (Member, Trading Classes, Kayenkulam) mentioned the following as the pressing needs of the town:—

(1) Considerable difficulty had been experienced recently in getting Bombay salt. He understood that the officer in charge of the depot at Alleppey had special orders to sell only a limited quantity of Bombay salt each day. Only 30 passes were being issued daily and they were all taken by a few merchants from Alleppey. The merchants coming from distant parts of the State were compelled to buy the salt at much higher prices from the Alleppey merchants, and even then, salt could not be had in sufficient quantity. The price had gone up to about Rs. 8 per bag. The price of home salt had also risen to Rs. 4½ per bag. The people of Kayenkulam had a predilection for the Bombay stuff and that kind had become very scarce and dear. He therefore requested that the matter should be looked into and arrangements made to make salt available to the people at moderate prices.

In that connection, the Member repeated his prayer of the previous year that the lands on the sides of the Kayenkulam backwater, which were admirably suited for

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salt pans, should be experimented on by the department once more, before the idea was altogether given up.

(2) He also urged, with a view to promote the trade of Kayenkulam, that the following works should be taken in hand and completed early :—

(*a*) The Quilon–Alleppey Road should be gravelled from Karunagappalli to Haripad ;

(*b*) The Kayenkulam south bridge, now in a dilapidated condition, should be reconstructed.

(*c*) The repair of the eastern bridge near the fish market should be expedited.

(*d*) Four landing ghats and one boat basin should be constructed.

(*e*) Gutters should be provided on the sides of the market road.

(*f*) A cart-stand should also be constructed.

(3) The sub-treasury at Kayenkulam, which was abolished with the re-organisation of the treasuries, should be re-established.

(4) The Krishnapuram Munsiff's Court should be transferred to Kayenkulam. The Court was now held in a rented building at Krishnapuram. At Kayenkulam, the Satrom was available for the purpose.

(5) The Kayenkulam Lower Grade Secondary School should be raised to a Higher Grade Secondary School, as there were no High Schools in the neighbourhood.

(6) The Government dispensary in the town was now held in a small rented building. A pucka building should be constructed and a few beds provided therein for in-patients.

(7) Except the Police Station and the Magistrate's Court, all other public offices in Kayenkulam were now held in rented buildings. It was necessary to construct one decent building for locating all the public offices in the town.

(8) The Higher Grade Elementary School was now housed in four buildings. A suitable building should be constructed at an early date. Lands had already been acquired for the purpose.

(9) A public well should be constructed at Kayenkulam.

*Dewan's reply.*—Noted.

### 20. Certain modifications required in the Tobacco Rules

*Mr. K. A. Krishna Pattar* (Member, Trading Classes, Quilon) said that some inconveniences were felt in the practical working of the rules recently issued under the Tobacco Regulation, I of 1087, and he proposed the following modifications therein for the consideration of the Government.

(1) *Rules 13 and 28.*—Under those rules, all imported tobacco intended to be bonded in a bankshall had to be weighed both at the customs house and at the bankshall. In the case of tobacco imported by sea, the delay in the weighment was enormous, being as much as two months should a large number of boats land tobacco simultaneously. The delay was by no means negligible even in respect of the imports by rail. The merchants were in consequence put to much inconvenience and loss. The weighment in both places being done by Government officers, there was no object in reweighing the tobacco at the bankshall. It did not also benefit the importer in any way because no deficiencies in the second weighment would be allowed in his favor. Any excess on the other hand would be charged against him. He therefore requested that one weighment in either of the two places should be done away with.

(2) *Rule 20* prohibited the import of tobacco covered by a permit, *by instalments*. The tobacco stocked in Coimbatore did not all belong to the *melabham* merchants. The merchants were often aware of the despatch of tobacco by rail only on receipt of the railway pass by post. At Erode Junction, the consignment

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